

CONFIDENTIAL
CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

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50X1-HUM

COUNTRY USSR (Karaganda Oblast)

SUBJECT Transportation and Industrial Installations
at RudnikPLACE
ACQUIREDDATE OF
INFO.

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Railway Station and Roads

1. The Rudnik railway station is located on the single-track line Karaganda-Ata Su - Dzhezkazgan - Baykonur, approximately 80 kms northeast of Dzhezkazgan (47-51N, 67-14E). See attached sketch. All lines shown in the sketch are single-track.
2. The quarries (No. 3 on sketch) were connected by a narrow gauge line with the cement works.
3. The roads shown in the sketch were partly dirt roads and partly metalled. Those going north of the railway station led in the direction of the lead and copper mines, which were put into operation in 1948. It is not known whether these roads connected Rudnik with other towns.

Electric Power Plant

4. The power plant was located approximately 1 km northeast of Rudnik station (No. 1 on sketch).
5. The plant was constructed for the purpose of supplying power to the new lead and copper mines in this area and to the cement works, and it was put into operation at the end of 1948. Power was also supplied to the extensive workers' settlements and labor camps in this neighborhood. It was built by German POWs, Russian convicts, and deportees.
6. Coal was brought to the plant from Karaganda and delivered in the special siding adjoining the plant. Two trains of 40 to 50 coal cars per day delivering coal to the plant were observed.
7. The plant was worked almost entirely by Soviet labor, with the exception of a small group of German technicians.
8. The area of the power plant was approximately 500 x 500 m. The works had four high chimneys and was surrounded by two rows of barbed wire approximately 2 m high, with watch towers.

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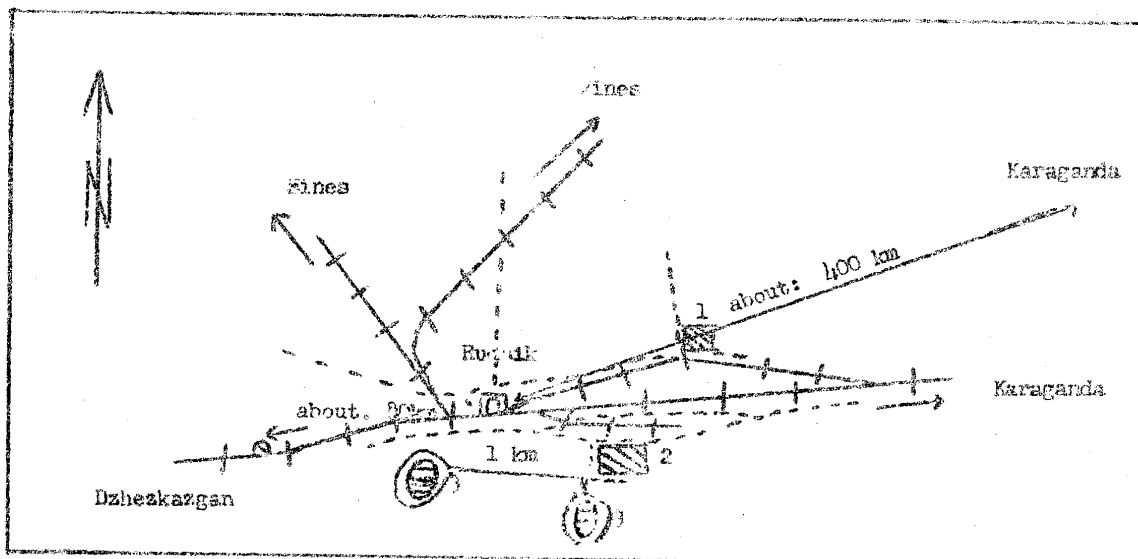
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Cement Works

9. The works was located approximately 500 m southeast of Rudnik Station (see No. 2 on attached sketch) and was connected with the latter by a single-track branch line.
10. The works was constructed to supply building material for the new lead and copper mines in this area and for the extensive workers' settlements and labor camps nearby, and was put into operation in 1948. Cement was also sent to Dzhezkazgan. [redacted] some of the cement from the works was used in the construction of a coffer-dam (staudama) near Dzhezkazgan, and [redacted] work was in progress in that area on the construction of a railway line and road. 50X1-HUM
11. The works was built by forced labor, as in the case of the electric power plant above.
12. Raw material was supplied from the quarries (No. 3 on sketch) and brought along the narrow-gauge railway either by manpower, or, for greater distances, by small engine. A part of the raw material (a sand-like mass) was delivered on flatcars from the direction of Rudnik Station on the broad-gauge branch line to the works. In addition to the quarries shown on the sketch, there were also others, but their exact location is not known.
13. The area of the works was approximately 750 x 500 m, and it was surrounded by a single barbed-wire fence.
14. Work was carried out in three shifts. The total number of workers, including workers in the quarries and those transporting raw materials, was estimated to be 4,000, of whom approximately 1,000 were PWs and the remainder Soviet nationals.

RUDNIK Power Plant and Cement Works

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